

REQUEST FOR COUNCIL ACTION

MEETING

DATE: 2-19-03

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AGENDA SECTION: PUBLIC HEARINGS	ORIGINATING DEPT: PLANNING	ITEM NO. E-9
ITEM DESCRIPTION: General Development Plan #198, by Dave & Donna Geselle Trust and Lyndon Geselle Trust - Charles Geselle Trustee to be known as Villas on the Parkway. The applicant is proposing to develop a 4.8 acre parcel of land with uses permitted in the R-2 zoning district. The development would be served by public and private roadways. The property is located along the west side of West River Parkway NW, east of 4 th Avenue NW and south of 31 st St. NW.		PREPARED BY: Brent Svenby, Planner
<p>February 12, 2003</p> <p><i>NOTE: Please see CP&Z minutes from previous EC hearing. A petition opposing extension of 31st Street was not included in the packet. It was signed by 30 area homeowners.</i></p> <p><u>City Planning and Zoning Commission Recommendation:</u></p> <p>On January 22, 2003 the City Planning and Zoning Commission reviewed this General Development Plan. The Commission also reviewed a zone change for the property.</p> <p>A number of the neighboring property owners opposed the connection of 31st Street NW to West River Parkway because of the concern of increase traffic to the neighborhood. A petition was submitted to the Commission opposing the expansion of 31st Street NW and the townhome development.</p> <p>The Commission reviewed this proposal according to the criteria listed in Paragraph 61.215 of the Zoning Ordinance and Land Development Manual.</p> <p>Mr. Quinn made a motion to recommend approval of General Development Plan #198 to be known as Villa on the Parkway based on staff-recommended findings and conditions. Mr. Hodgson seconded the motion. The motion carried 4-1, with Mr. Staver voting nay and Mr. Ohly abstaining.</p> <p><u>Conditions:</u></p> <ol style="list-style-type: none">1. Prior to Final Plat submittal, and/or development of this Property, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements (including turn lanes off of West River Parkway NW), access control, pedestrian facilities, right-of-way dedication, access and extension of utilities for adjacent properties, and contributions for public infrastructure.2. At the time of platting, controlled access shall be dedicated along the entire frontage of West River Parkway and 3rd Avenue NW, with the exception of the proposed local street access (31st Street NW).3. Storm water management must be provided for this development. A Storm Water Management fee will apply for the benefit of participation in the City's Storm Water Management Plan. During the construction of the development a temporary on-site detention facility will be required.4. The owner is obligated to construct turn lanes off of West River Parkway NW at the location of the public street shown to West River Parkway NW. The owner is also responsible for the proportional share of the cost of the reconstruction of 3rd Avenue NW adjacent to the property.5. Parkland dedication requirements for this development shall be met via cash in lieu of land. <p><u>Planning Staff Recommendation:</u></p> <p>See attached staff report dated January 17, 2003.</p>		
COUNCIL ACTION: Motion by: _____ Second by: _____ to: _____		

Council Action Needed:

1. The Council may approve, approve with conditions, or deny the general development plan. The Council must make findings based on the criteria listed in Paragraph 61.215.
2. If the Council wishes to proceed with the general development plan as proposed, it should instruct the City Attorney to prepare a resolution for Council approval.

Attachments:

1. Staff Report dated January 17, 2003
2. Minutes of the January 22, 2003 CPZC Meeting
3. Petition submitted by the neighborhood
4. Memorandum dated February 12, 2003 from Charles Reiter regarding traffic

Distribution:

1. City Administrator
2. City Attorney
3. Planning Department File
4. Planning Department GIS Division
5. Applicant: This item will be considered some time after 7:00 p.m. on **Wednesday**, February 19, 2003 in the Council/Board Chambers in the Government Center at 151 4th Street SE.
6. Yaggy Colby Associates

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MEMORANDUM

TO: Rochester Common Council

FROM: Charles Reiter
Senior Transportation Planner

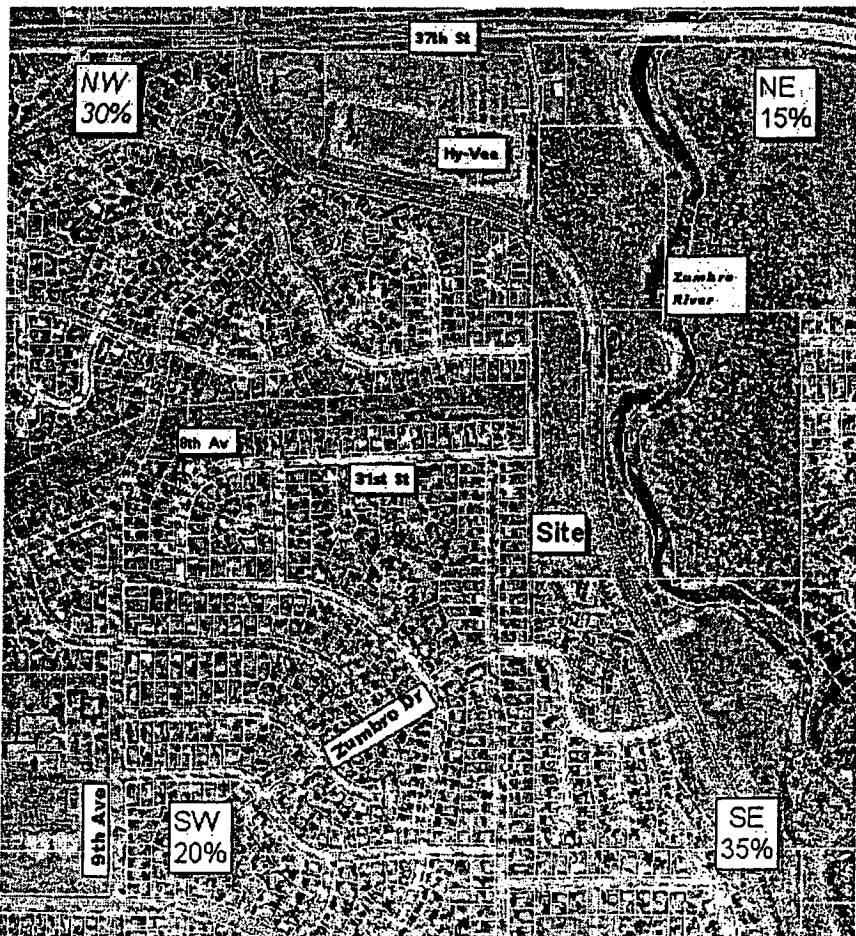
DATE: February 12, 2003

RE: Geselle Property Development / West River Townhomes Traffic Summary

Summary of Background Information:

- The concept plan that was reviewed prior to submittal of the General Development Plan included 44 townhome units. Trip generation for this level of development would be projected as follows:
 - Daily Traffic: 330-350 trips per day
 - AM Peak Hour Traffic: 30-32 trips (typically the 7-8 AM period)
 - PM Peak Hour Traffic: 40 trips (typically the 4:30 to 5:30 PM period)
- Distribution of traffic: Staff evaluation of traffic distribution from the site based on use of the ROCOG regional traffic model is illustrated in the following graphic:

This analysis suggests the following distribution of trips from the site:



- 35% to the southeast
- 20% to the southwest
- 30% to the northwest
- 15% to the northeast

This would suggest the daily trips would be distributed as follows:

- 120 to the southeast
- 70 to the southwest
- 100 to the northwest
- 50 to the northeast

• Local Street Width

All the local streets in the immediate vicinity (31st, 4th Ave, Zumbro Drive and 8th Ave) are built to a 36' width on a 66' right of way. These widths are consistent with the design of a major local street (see standards in Attachment 1) which are built to support volumes of up to 1500 - 2000 vehicles per day. 9th Ave is a

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designated collector street and has a 44' width on a 75' right of way.

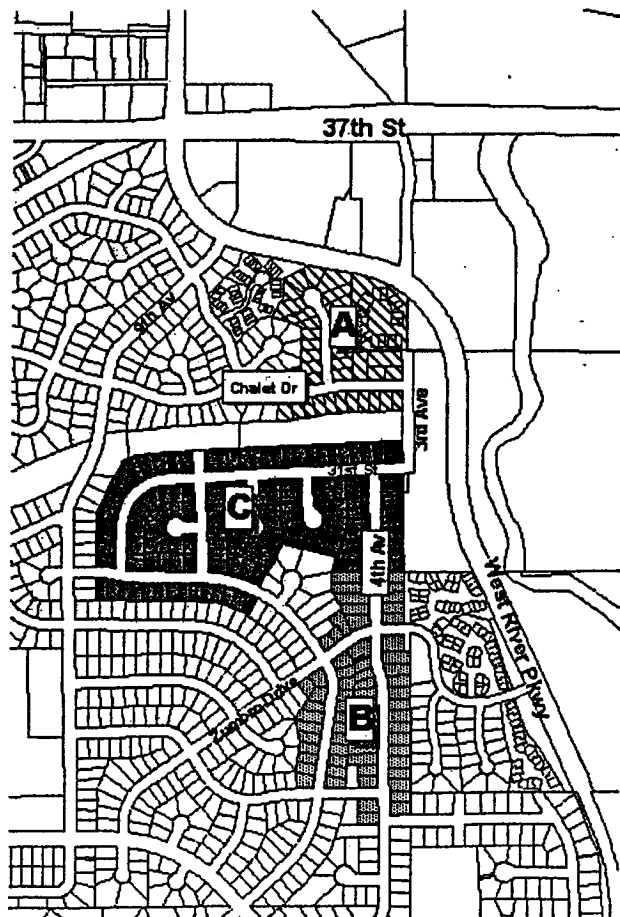
Discussion of Key Traffic Issue

- The key traffic issue that has been identified relative to development of the site is how access should be provided. The staff has recommended, as illustrated on the development plan, continuation of 31st St east to West River Parkway with a private road off of 31st St serving the proposed townhomes
- Other options that have been suggested include 1) serving the site with a private road off of 4th Ave / 31st St, and 2) serving the site with a private driveway off of West River Road.

Discussion of each of these options:

OPTION 1: EXTENSION OF 31ST ST (Recommended plan): In developing a street "system" for an area it is desirable to have a hierarchy of street types. In Rochester the system is composed of a limited number / mileage of expressway or arterial streets, linked to a system of collector and major local streets servicing subareas and, at the lowest rung on the system, a high amount (in terms of mileage) of local streets.

At each level of the system there is a certain balance between mobility and access that the community will strive to attain. West River Parkway north of Elton Hills Drive has been highly managed in terms of limiting access, which has the benefit of allowing a relatively high level of mobility to be maintained. For arterial street corridors, spacing of intersections at ¼ mile intervals generally provides a reasonable balance between mobility and access. Particularly for residential area access, ¼ mile spacing will support the goal of maintaining mobility on the arterial corridor while providing enough density of access to disperse traffic so that no single residential collector or major local street has to carry a high level of traffic and no individual intersection experiences undue levels of delay.



It is the staff's perspective that extending 31st St to West River Parkway would provide for better dispersion of the traffic generated in the residential area between West River Parkway and 9th Ave NW, which currently has only two loading points onto West River Parkway (at 9th Ave and at Zumbro Drive NW). The spacing between Zumbro Drive and 3rd Ave (on the east side of Hy-Vee) is approximately ½ mile, so an additional access could be supported, and 31st St is located approximately at the midpoint between these two intersections.

The concept of extending 31st St out to West River Parkway has raised concerns about the impact to traffic on 31st St. It would be my perspective there would certainly be a shift in the pattern of traffic in the immediate neighborhood (Area "C" on the illustration) that

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wanted to travel north or south on West River Pkwy. This traffic would shift from traveling west or south out of Area "C" to 9th Ave or Zumbro Drive and would travel north or east to the 31st St access. Whether this is an appropriate course of action revolves around the question of whether this is "neighborhood" traffic and whether it is appropriate to reorient neighborhood traffic flows once they have been established.

In terms of existing non-neighborhood traffic, I expect the opening of 31st St would likely reduce or eliminate traffic on 4th Ave that comes from Area "A" (Chalet Drive) which travels down to Zumbro Drive to access West River Parkway for travel south towards downtown. Conversely, this reduction would likely be offset by an addition of traffic from areas south on 4th Avenue (Area "B") which would likely use a 31st St connection to travel north on West River Pkwy.

Since 31st St does not extend east of West River Parkway, it is my perspective there would be a very limited amount of other through traffic that would find 31st St as an attractive route. Looking at possible origins/destinations and travel route options off of West River Parkway (9th Ave, Zumbro Drive and 31st St if connected), it appears the most likely source of through traffic would be between the 3rd Ave / Hy-Vee shopping area and areas southwest of Area "B" directly along Zumbro Drive.

OPTION 2: PRIVATE DRIVE OFF 31ST St / 4th Ave:

With the total projected traffic load of 330 to 350 trips per day, this alternative would add a small amount of traffic to neighborhood streets which would be dispersed over a number of routes. Based on the trip distribution summarized on Page 1, I would anticipate the following impact if a private drive for the development was connected at the intersection of 3rd Ave and 31st St.

- Projected 120 trips to the southeast – would be added to 4th Ave / Zumbro Drive
- Projected 70 trips to the southwest – would be distributed across some combination of 31st St & 9th Ave, 4th Ave & Zumbro Drive to the west, and 4th Ave directly south to Elton Hills Drive
- Projected 100 trips to the northwest – would be added to Chalet Drive
- Projected 50 trips to the northeast – would be added to Chalet Drive

Given the existing level of traffic and the geometric design of the streets, it is not anticipated that these volumes of additional traffic would create significant impact to any of the streets

OPTION 3: PRIVATE DRIVE OFF WEST RIVER PARKWAY

Staff believes this option would create an additional safety hazard location along West River Parkway through the introduction of what would be a relatively obscure, low volume driveway along an arterial roadway with a very limited number of such accesses. A benefit of limiting access to street intersections instead of driveways is that motorists are more alert to the potential for slowing or turning traffic at street intersections that are better lighted, signed and marked; at driveways with very low volumes motorists can be caught off-guard by unexpected vehicle movements, and on a higher volume two lane arterial this can lead to conflicts since the area for reaction and maneuvering is limited by the width of the road.

Access only to West River Pkwy also creates a circuitous routing pattern for any trips between the development and the neighborhood area to the west, and may also create other hazards, such as need for school bus pickup directly on the parkway.

TABLE 2 ROADWAY CLASSIFICATION CHARACTERISTICS

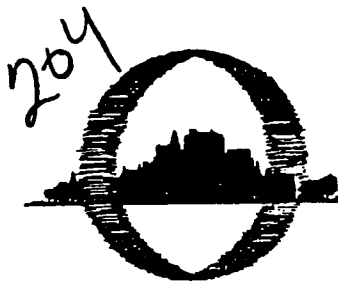
CLASSIFICATION	ROADWAY WIDTH	RIGHT-OF-WAY	AVERAGE DAILY TRAFFIC*	NUMBER OF DWELLING UNITS
LIMITED LOCAL				
• Rural lots of two acres or greater	24'	66'	<100	10 units or less
• Lots with 120' or greater of frontage	26'	66'	100-300	10-30 units
• Urban lots 40' to 120' of frontage, includes cul-de-sacs, short streets and courts.	28'	50'	100-300	10-30 units
• Commercial/Industrial limited local streets	32'	56'	--	--
LOCAL STREETS				
• Urban Lots of between 40' and 120' of frontage	32'	56'	300-1500	30-50 units
MAJOR LOCAL STREETS				
• Urban Lots of between 40' and 120' of frontage	36'	60'	1500-2000	150 units or greater

* Based on 10 trips per day per dwelling unit.

ATTACHMENT

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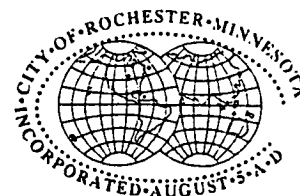
ROCHESTER-OLMSTED PLANNING DEPARTMENT

2122 Campus Drive SE, Suite 100 • Rochester, MN 55904-4744

COUNTY OF

Olmsted

www.olmstedcounty.com/planning



TO: City Planning and Zoning Commission

FROM: Brent Svenby, Planner

DATE: January 17, 2003

RE: General Development Plan #198, by Dave & Donna Geselle Trust and Lyndon Geselle Trust - Charles Geselle Trustee to be known as Villas on the Parkway. The applicant is proposing to develop a 4.8 acre parcel of land with uses permitted in the R-2 zoning district. The development would be served by public and private roadways. The property is located along the west side of West River Parkway NW, east of 4th Avenue NW and south of 31st St. NW.

Planning Department Review:

Petitioner/Property Owner:

Dave & Donna Geselle Trust
Lyndon Geselle Trust
Charles Geselle - Trustee
411 Chalet Drive NW
Rochester, MN 55901

Consultant:

Yaggy Colby Associates
Attn. Bill Anderson
717 Third Avenue SE
Rochester, MN 55904

Location of Property:

The property is located along the west side of West River Parkway NW, east of 4th Avenue NW and south of 31st St. NW.

Proposed Use:

The applicant intends to develop the site with townhomes in the R-2 zoning district.

Land Use Plan:

The Rochester Urban Service Area Land Use Plan currently designates the property for "low density residential" uses.

Zoning:

The property is currently zoned R-1 (Mixed Single Family) on the City of Rochester Zoning Map. The applicant has filed a zoning district amendment to change to zoning from the R-1 district to the R-2 (Low Density Residential) zoning district.



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Streets:

According to the GDP submitted the plan identifies a public street connection to West River Parkway. This would allow the continuation of 31st Street NW to West River Parkway. There would also be a private roadway extending southerly from the proposed public street. Turn lanes off of West River Parkway NW will need to be constructed on West River Parkway at the location of 31st Street NW. The owner will be obligated for their share of the cost of the reconstruction of 3rd Avenue abutting this property.

Sidewalks:

Pedestrian facilities are required along both sides of public roadways and along the entire frontage of 3rd Avenue NW abutting this property.

Drainage:

No storm water management facilities are identified on this GDP. The Owners is requesting to participate in the City's Storm Water Management Plan in lieu of providing on-site storm water detention. During the construction of the development a temporary on-site detention facility will be required. A Storm Water Management fee will apply for the benefit of participation in the City's Storm Water Management Plan.

Detailed grading and drainage plans will also be required when the property is platted.

Wetlands:

According to the Olmsted County Soil Survey, no hydric soils exist on the site. It appears that a small area in the southeast corner of the property is located in the 100-year flood zone. Development of this portion of the property will be subject to Section 62.800 Flood Districts and Intent et. seq. of the Rochester Zoning Ordinance and Land Development Manual.

Public Utilities:

Services are available to serve this property. Specific routing of sanitary sewer and water lines will need to be reviewed further during the preliminary design stages.

The property is within the Main Level Water System area, which is available at the intersection of 31st Street NW and 3rd Avenue NW.

Parkland Dedication:

The Park and Recreation Department recommends that parkland dedication requirements for the development be in the form of cash in lieu of land.

Referral Comments:

1. Rochester Public Works
2. RPU Water Division
3. RPU Operations Division

4. Park and Rec. Dept.
5. MnDOT
6. Planning Dept. – Wetlands
7. Planning Dept. – Transportation
8. Fire Department
9. Qwest

Report Attachments:

1. Copy of Proposed GDP
2. Referral Letters (5)

Analysis:

Criteria & Staff Suggested Findings:

Paragraph 61.215 of the Rochester Zoning Ordinance and Land Development Manual lists the Criteria for approval of a general development plan. The criteria and the staff suggested findings are as follows:

- Criteria A. The proposed land uses are generally in accord with the adopted Comprehensive Plan and zoning map, or that the means for reconciling any differences have been addressed. A GDP may be processed simultaneously with a rezoning or plan amendment request.

Land uses within the GDP would be consistent with the "low density residential" land use designation for the property on the Rochester Urban Service Area Land Use Plan. A Zoning District amendment is being considered concurrent with this GDP application. The property is currently zoned R-1.

- Criteria B. The proposed development, including its lot sizes, density, accesses and circulation are compatible with the existing and/or permissible future use of adjacent property.

This GDP proposes a low density residential development which is consistent with the land use designation for the property. The plan provides to the connection of 31st Street NW to West River Parkway NW. Also the portion of 3rd Avenue NW adjacent to this property will need to be reconstructed. The proposed density of the development is less than the density of the development located immediately to the south. A 5' wide sidewalk is required along both sides of the public roadways built as part of this development.

- Criteria C. The mix of housing is consistent with adopted Land Use and Housing Plans.

The development density is consistent with the low density residential land use designation of the Land Use Plan. The GDP promotes the development of mixed densities and housing styles. Additionally, the GDP is consistent with the Housing Plan and the standards for the physical and social environmental of residential neighborhoods.

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- Criteria D. The proposed plan makes provisions for planned capital improvements and streets reflected in the City of Rochester's current 6-Year Capital Improvement Program, adopted Thoroughfare Plan, the ROCOG Long-Range Transportation Plan, Official Maps, and any other public facilities plans adopted by the City. Street system improvements required to accommodate proposed land uses and projected background traffic are compatible with the existing uses and uses shown in the adopted Land Use Plan for the subject and adjacent properties.

Access to this property will be from the proposed extension of 31st Street NW off of West River Parkway NW. The owner is responsible for the construction of turn lanes off of West River Parkway NW at the location of 31st Street NW to accommodate this development. Third Avenue NW will need to be reconstructed current with the development of the property. The owners are responsible for their proportional share of the cost of the reconstruction 3rd Avenue NW.

- Criteria E. On and off-site public facilities are adequate, or will be adequate if the development is phased in, to serve the properties under consideration and will provide access to adjoining land in a manner that will allow development of those adjoining lands in accord with this ordinance.

1. Street system adequacy shall be based on the street system's ability to safely accommodate trips from existing and planned land uses on the existing and proposed street system without creating safety hazards, generating auto stacking that blocks driveways or intersections, or disrupting traffic flow on any street, as identified in the traffic impact report, if required by Section 61.523(C). Capacity from improvements in the first 3 years of the 6-year CIP shall be included in the assessment of adequacy.

Access to this property will be from the proposed extension of 31st Street NW off of West River Parkway NW. The owner is responsible for the construction of turn lanes off of West River Parkway NW at the location of 31st Street NW to accommodate this development. Third Avenue NW will need to be reconstructed current with the development of the property. The owners are responsible for their proportional share of the cost of the reconstruction 3rd Avenue NW.

2. Utilities are now available to directly serve the area of the proposed land use, or that the City of Rochester is planning for the extension of utilities to serve the area of the proposed development and such utilities are in the first three years of the City's current 6-Year Capital Improvements Program, or that other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrently with development. If needed utilities will not be available concurrent with the proposed development, the applicant for the development approval shall stipulate to a condition that no development will occur and no further development permit will be issued until concurrency has been evidenced.

Services are available to serve this property. Specific routing of sanitary sewer and water lines will need to be reviewed further during the preliminary design stages.

The property is within the Main Level Water System area, which is available at the intersection of 31st Street NW and 3rd Avenue NW.

3. The adequacy of other public facilities shall be based on the level of service standards in Section 64.130 and the proposed phasing plan for development.

Pedestrian facilities are required along both sides of public roadways and along the entire frontage of 3rd Avenue NW abutting this property.

No storm water management facilities are identified on this GDP. The Owners is requesting to participate in the City's Storm Water Management Plan in lieu of providing on-site storm water detention. During the construction of the development a temporary on-site detention facility will be required. A Storm Water Management fee will apply for the benefit of participation in the City's Storm Water Management Plan.

Detailed grading and drainage plans will also be required when the property is platted.

- Criteria F. The drainage, erosion, and construction in the area can be handled through normal engineering and construction practices, or that, at the time of land subdivision, a more detailed investigation of these matters will be provided to solve unusual problems that have been identified.

No storm water management facilities are identified on this GDP. The Owners is requesting to participate in the City's Storm Water Management Plan in lieu of providing on-site storm water detention. During the construction of the development a temporary on-site detention facility will be required. A Storm Water Management fee will apply for the benefit of participation in the City's Storm Water Management Plan.

Detailed grading and drainage plans will also be required when the property is platted. A portion of the property is within the flood district. Development of this portion of the property will be subject to Section 62.800 Flood Districts and Intent et. seq. of the Rochester Zoning Ordinance and Land Development Manual.

- Criteria G. The lot, block, and street layout for all development and the lot density for residential development are consistent with the subdivision design standards contained in Section 64.100 and compatible with existing and planned development of adjacent parcels.

The street layout and density appear to be generally consistent with the land use and zoning classifications for this property. The development will provide for the extension of 31st Street NW to West River Parkway NW.

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Recommendation:

Based on the above criteria, staff would recommend that the following conditions should be imposed in order to assure compliance with the Rochester Zoning Ordinance and Land Development Manual:

1. Prior to Final Plat submittal, and/or development of this Property, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements (including turn lanes off of West River Parkway NW), access control, pedestrian facilities, right-of-way dedication, access and extension of utilities for adjacent properties, and contributions for public infrastructure.
2. At the time of platting, controlled access shall be dedicated along the entire frontage of West River Parkway and 3rd Avenue NW, with the exception of the proposed local street access (31st Street NW).
3. Storm water management must be provided for this development. A Storm Water Management fee will apply for the benefit of participation in the City's Storm Water Management Plan. During the construction of the development a temporary on-site detention facility will be required.
4. The owner is obligated to construct turn lanes off of West River Parkway NW at the location of the public street shown to West River Parkway NW. The owner is also responsible for the proportional share of the cost of the reconstruction of 3rd Avenue NW adjacent to the property.
5. Parkland dedication requirements for this development shall be met via cash in lieu of land.

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ROCHESTER

— Minnesota —

TO: Consolidated Planning Department
2122 Campus Drive SE
Rochester, MN 55904

DEPARTMENT OF PUBLIC
WORKS
201 4th Street SE Room 108
Rochester, MN 55904-3740
507-287-7800
FAX – 507-281-6216

FROM: Mark E. Baker

DATE: 1/10/03 REVISED 1/16/03

The Department of Public Works has reviewed the application for General Development Plan #198 , & ZONE#02-16 for the proposed Villas on the Parkway development. The following are Public Works comments on this request:

1. Prior to Final Plat submittal, and/or development of this Property, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, stormwater management, transportation improvements (including turn lanes off of West River Parkway NW), access control, pedestrian facilities, right-of-way dedication, access and extension of utilities for adjacent properties, and contributions for public infrastructure.
2. The Owner will be obligated to construct the extension of 31st St NW to West River Parkway NW.
3. Grading & Drainage Plan approval is required prior to development. The GDP narrative indicated that the Owner is requesting to participate in the City's Storm Water Management Plan (SWMP) in lieu of providing on-site storm water detention. On-site sedimentation control will be required, and a Storm Water Management fee will be applicable for the benefit of participation in the City's SWMP.
4. In addition to the existing pedestrian facilities along the frontage of West River Parkway NW, the Owner is obligated to provide a 5 foot concrete sidewalk along the entire frontage of the Property abutting 3rd Ave NW, and the proposed local street (31st St NW).
5. No private access to 3rd Ave NW or West River Parkway NW will be permitted from this development. Dedication of controlled access will be required through the platting process for the entire frontage of West River Parkway & 3rd Ave, with the exception of the proposed local street access.
6. Pedestrian Facilities are required along the entire frontage of 3rd Ave NW, abutting this property, and along both sides of the proposed new local street.

Charges/fees applicable to the development of this property will be addressed in the Development Agreement and will include (rates below are current through 7/31/03):

- ❖ Water Availability Charge @ \$1790.25 per developable acre
- ❖ Sewer Availability Charge (SAC) @ \$1790.25 per developable acre.
- ❖ Sanitary Sewer & Watermain Connection Charge @ \$79.17 per foot along the frontage of 3rd Ave NW
- ❖ Substandard Street Reconstruction Charge @ \$33.45 per foot of frontage along West River Parkway NW
- ❖ Storm Water Management - TBD



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January 6, 2003

Rochester-Olmsted
CONSOLIDATED PLANNING DEPARTMENT
2122 Campus Drive SE
Rochester, MN 55904-7996

REFERENCE: General Development Plan #198 by Dave and Donna Geselle Trust and Lyndon Geselle Trust-Charles Geselle Trustee to be known as Villas on the Parkway and Zoning District Amendment #02-16. to develop 4.8 acres of land and to rezone from R-1 to R-2.

Dear Ms. Garness:

Our review of the referenced general development plan is complete and our comments follow:

1. The property may be subject to the water availability fee, connection fees or assessments. We had previously installed a section of water main along a portion of 3rd Ave NW that is assessable with this project. The Land Development Manager (507-281-6198) at the Public Works Department determines the applicability of these fees.
2. This property is within the Main Level Water System area, which is available at the intersection of 31st St and 3rd Ave. NW.
3. Static water pressures within this area will range in the low 80's PSI depending on final grades.
4. We will work with the applicant's engineering firm to develop the necessary water system layout to serve this area.

Please contact us at 507-280-1600 if you have questions.

Very truly yours,

Donn Richardson
Water

C: Doug Rovang, RPU
Mike Engle, RPU
Mark Baker, City Public Works
Vance Swisher, Fire Prevention
Gale Mount, Building & Safety
Yaggy Colby Associates
Charles Geselle Trustee

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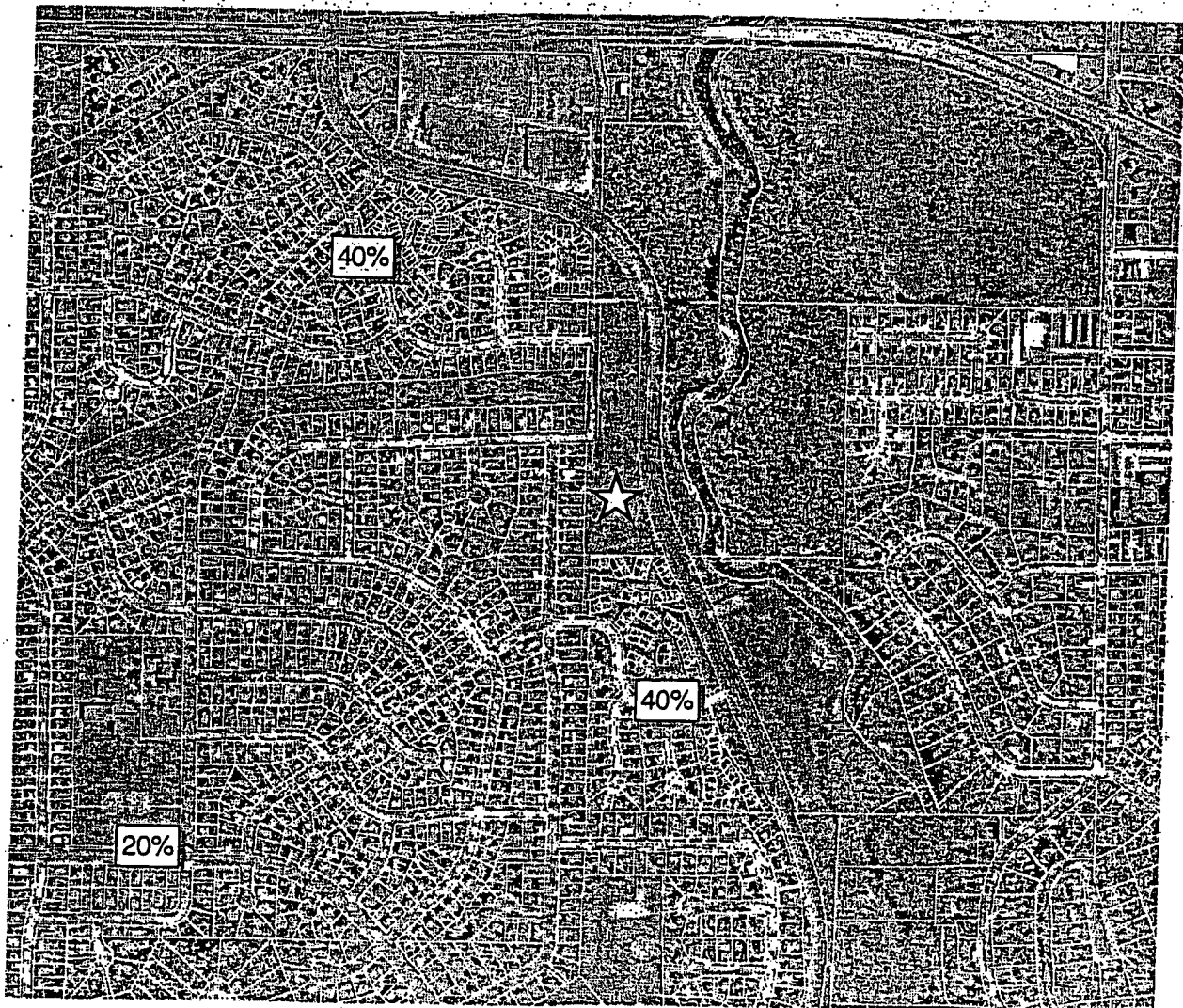
MEMO FROM CHARLIE REITER
TRANSPORTATION DIVISION

West River Townhomes

Projected Traffic @ 7.5 to 8 trips per unit / 44 units
330-350 trips per day

Likely street impact with plan

- Chalet / 9th Ave (37th St Traffic) 130-140 trips per day
- 4th Ave / Zumbro Dr to East (West River Rd traffic) 130-140 trips per day
- (Elton Hills West Traffic - probably will use some combination of:
 - 31st St & 9th Ave;
 - 4th Ave & Zumbro Dr to west 65-70 trips per day
 - 4th Ave to Elton Hills



Street Design Issue - Should 31st St be extended to West River parkway?

Pro:

- Would remove almost all of development traffic from neighborhood
- Spacing of intersection on West River Parkway is in good location - meets desired spacing (from Zumbro Dr to south and 3rd Ave to north) and appears to have good site distance
- Would probably pull some traffic off of Zumbro Drive and maybe a small amount off of Chalet Drive/9th Ave (primarily traffic from 31st St area)

Con:

- Would add traffic to eastern end of existing 31st St
- Would pull traffic from Chalet Drive area desiring to go south on Parkway into the area
- Probably would result in the loss of some units in the development

Possible Layouts:



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The hand to reach for...
DAVID A. KAPLER
Fire Chief

DATE: January 13, 2003

TO: Jennifer Garness, Planning

FROM: R. Vance Swisher
Fire Protection Specialist

SUBJ: General Development Plan #198
Villas on the Parkway
West side of West River Parkway NW, east of 4th Avenue NW and south of 31st Street NW.

With regard to the above noted project plan, the fire department has the following requirements:

1. An adequate water supply shall be provided for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be in place prior to commencing building construction.
2. Streets and roadways shall be as provided in accordance with the fire code, RCO 31 and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
3. All street, directional and fire lane signs must be in place prior to occupancy of any buildings.
4. All buildings are required to display the proper street address number on the building front, which is plainly visible and legible from the street fronting the property. Number size must be a minimum 4" high on contrasting background when located on the building and 3" high if located on a rural mail box at the public road fronting the property. Reflective numbers are recommended.

c: Donn Richardson, RPU, Water Division

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ROCHESTER PARK AND RECREATION DEPARTMENT

MEMORANDUM

DATE: December 30, 2002

TO: Jennifer Garness
Planning

SUBJECT: Villas on the Parkway
General Development Plan #198

Parkland dedication for the proposed development is estimated to be 1.2 acres. The Park Department recommends that the dedication be in the form of cash in lieu of land.

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12/23/2002
YCA #8118

**PROJECT NARRATIVE
VILLAS ON THE PARKWAY
GENERAL DEVELOPMENT PLAN**

Villas on the Parkway is approximately 4.8 acres bounded by West River Parkway NW to the east, 3rd Avenue NW to the west, and River Wood Townhomes to the south.

The following is a written summary of the General Development Plan (GDP) in accordance with Appendix B E-3.

- a) *Topographic or soils conditions which, in the estimation of the applicant, may create potential problems in street, drainage, public utilities or building design and construction, and how these problems will be investigated further or engineered to overcome the limitations.*

The attached GDP shows the area under consideration. Preliminary soil borings show 8' of silty fill material placed over the native sand soil. Units will be constructed with basements to allow the footings to be placed on native sand.

- b) *Storm drainage problems which, in the estimation of the applicant, may result in costs that will exceed normal storm drainage costs.*

The storm drainage does not appear to cause problems that will result in the increase of normal costs. A storm sewer will be constructed to drain to the north or the east.

- c) *Identification of potential off-site drainage problems.*

The applicant will ask to participate in the City of Rochester Surface Water Management Plan by paying the appropriate fee for this area.

- d) *Availability of utilities to serve the area under consideration.*

Water main or sanitary sewer are available from 31st Street NW at 3rd Avenue NW.

- e) *Identification of possible erosion problems which may arise in the estimation of the applicant.*

The area is quite flat and should not pose difficulties for erosion control.

- f) *A general statement as to the possible phasing of any development activity to occur on the property under the control of the applicant.*

The site is small enough to not make phasing efficient.

